



Rockville Metro Station Community Visioning and Concept Design Study

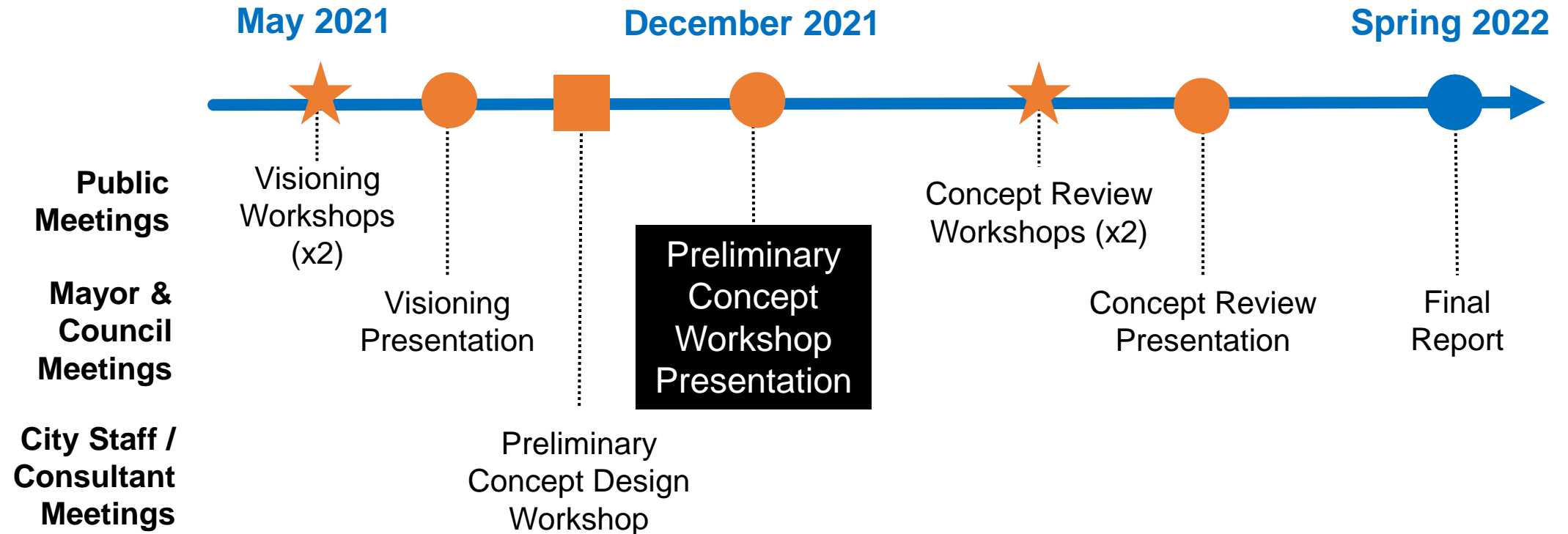
Mayor and Council

December 13, 2021

Agenda Item No. 3

Study Purpose

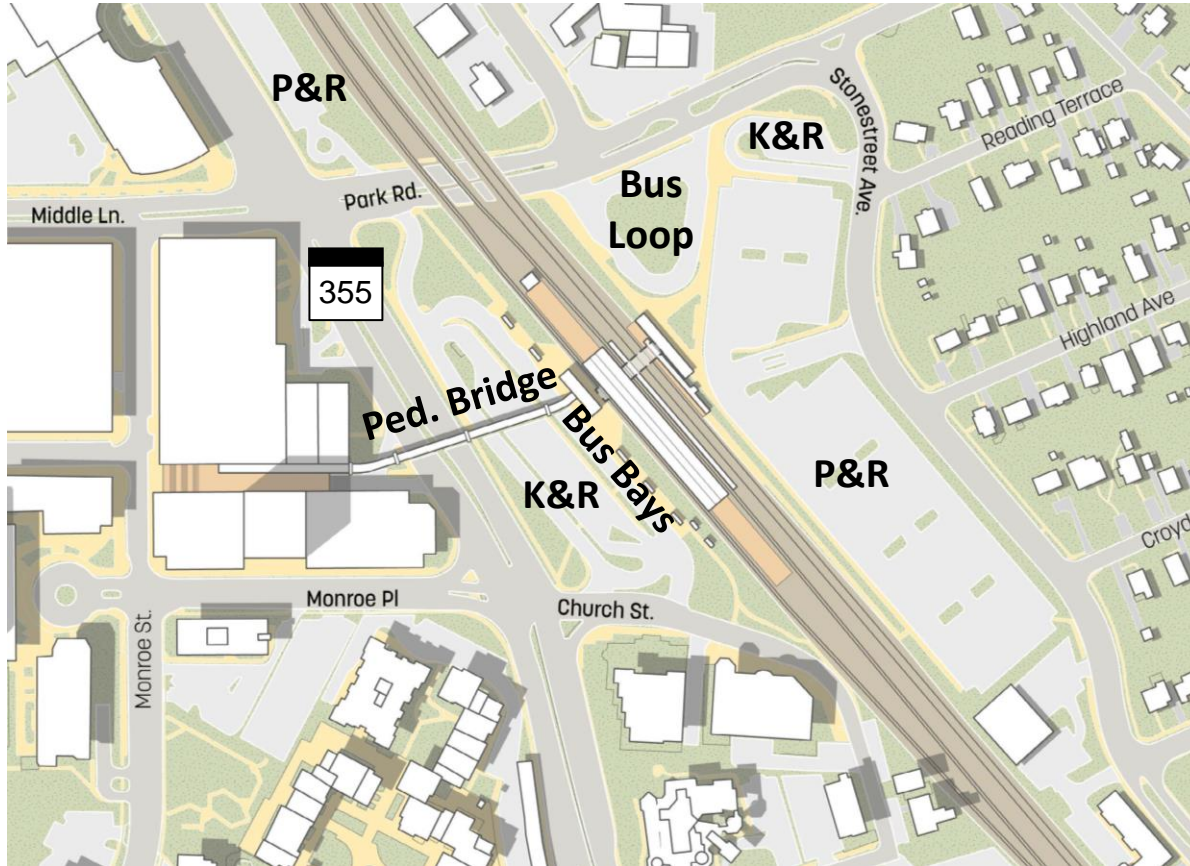
- With input from the public and key City and County stakeholders, recommend a concept for Rockville Metro Station to continue advancing in collaboration with the City of Rockville and Montgomery County.



Tonight's Meeting Goals

1. Review the five preliminary concept designs and provide feedback:
 - Affirm or recommend changes to the concept designs;
 - Choose three options to advance for design and analysis.
2. Provide feedback on potential re-design options for the pedestrian bridge over MD-355.

Existing Conditions

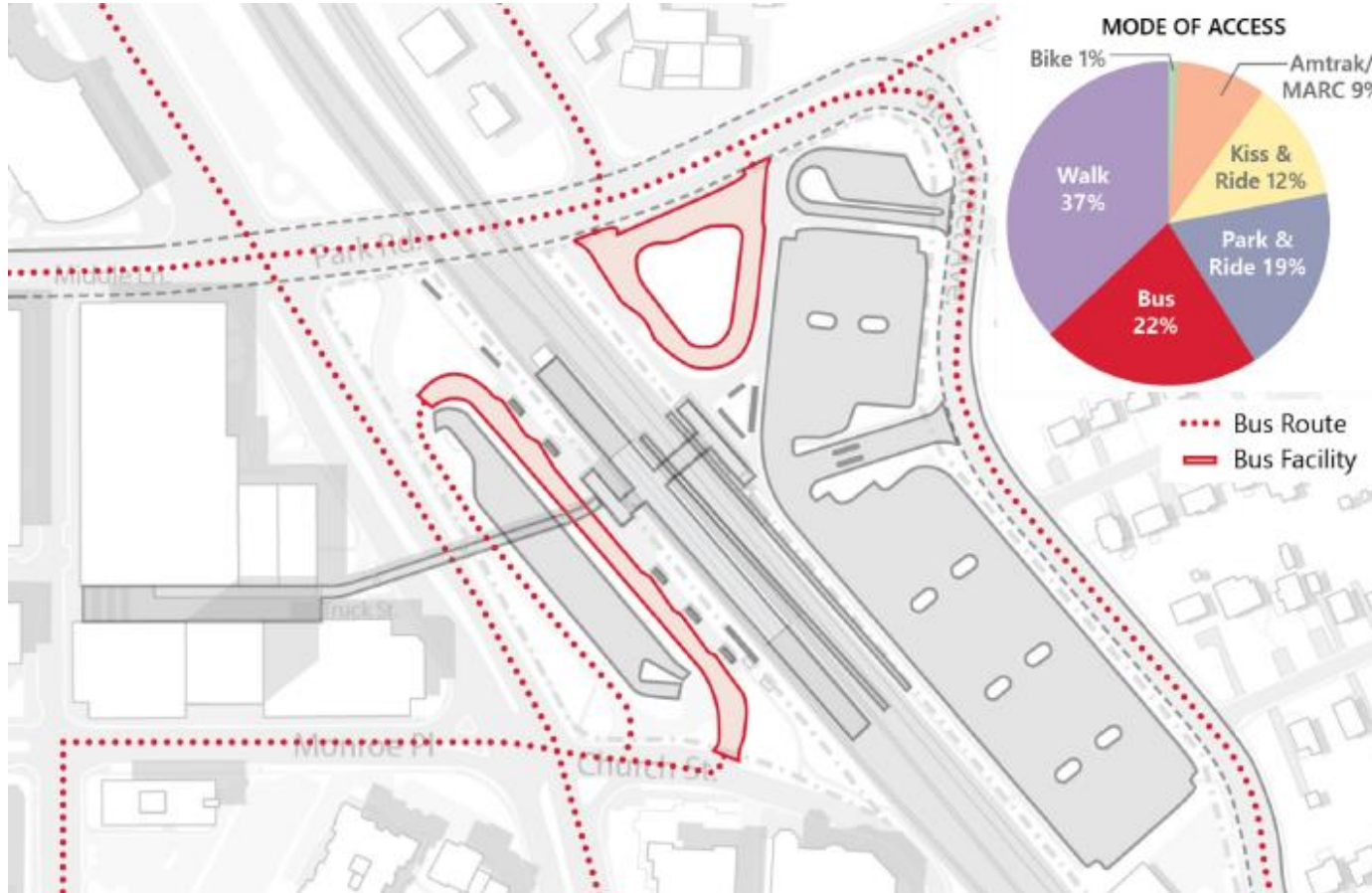


K&R = Kiss and Ride P&R = Park and Ride

Existing Elements

- West side bus loop and K&R
- East side bus loop, P&R, and K&R
- Taxi, rideshare, carshare, & bikeshare
- Pedestrian bridge over MD-355 connecting Monroe Street, Promenade Park, and Metro Station stair house
- Internal sidewalks and bicycle parking

Existing Bus Service at Rockville Station



Challenges

- Highly constrained bus loop on west wide leads to congestion & conflicts
- Split bus facilities create wayfinding challenges & site impacts
- Planned new and expanded bus services limited due to current space constraints

Community Workshop Vision and Principles

Vision

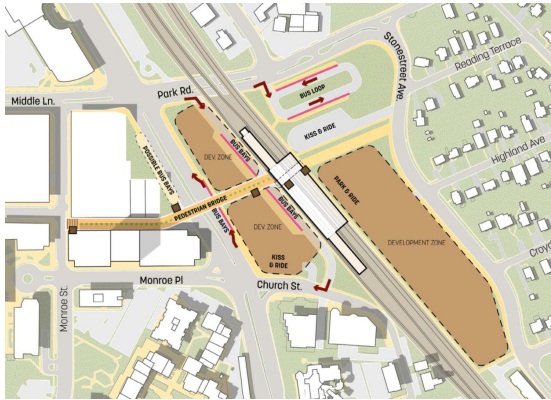
Rockville Station will become an iconic gateway and multi-modal hub that connects the greater area, enhances the experience of downtown Rockville as a destination, and maximizes safety for commuters and residents.

Design Principles

- Provide convenient connections to transit and comfortable access for pedestrian and bicycle users;
- Create an attractive station environment that encourages ridership;
- Improve wayfinding and integration of the site with the surrounding areas;
- Accommodate a mix of uses and amenities; and
- Support economic development.

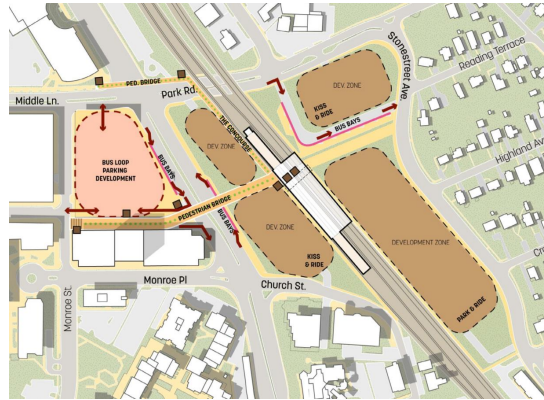
Preliminary Concept Design Options

Concept 1



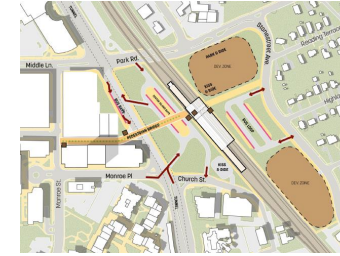
Improvements to Existing Conditions

Concept 2



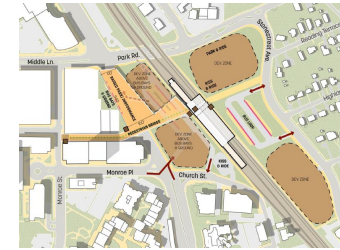
Increased Pedestrian-Friendly Development Opportunities

Concept 3a



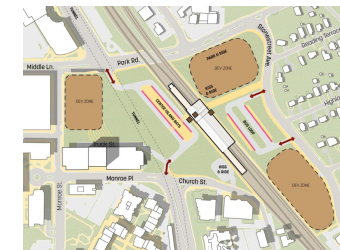
MD-355 Traffic Tunnel with Pedestrian Bridge Over Local Surface Lanes

Concept 3b



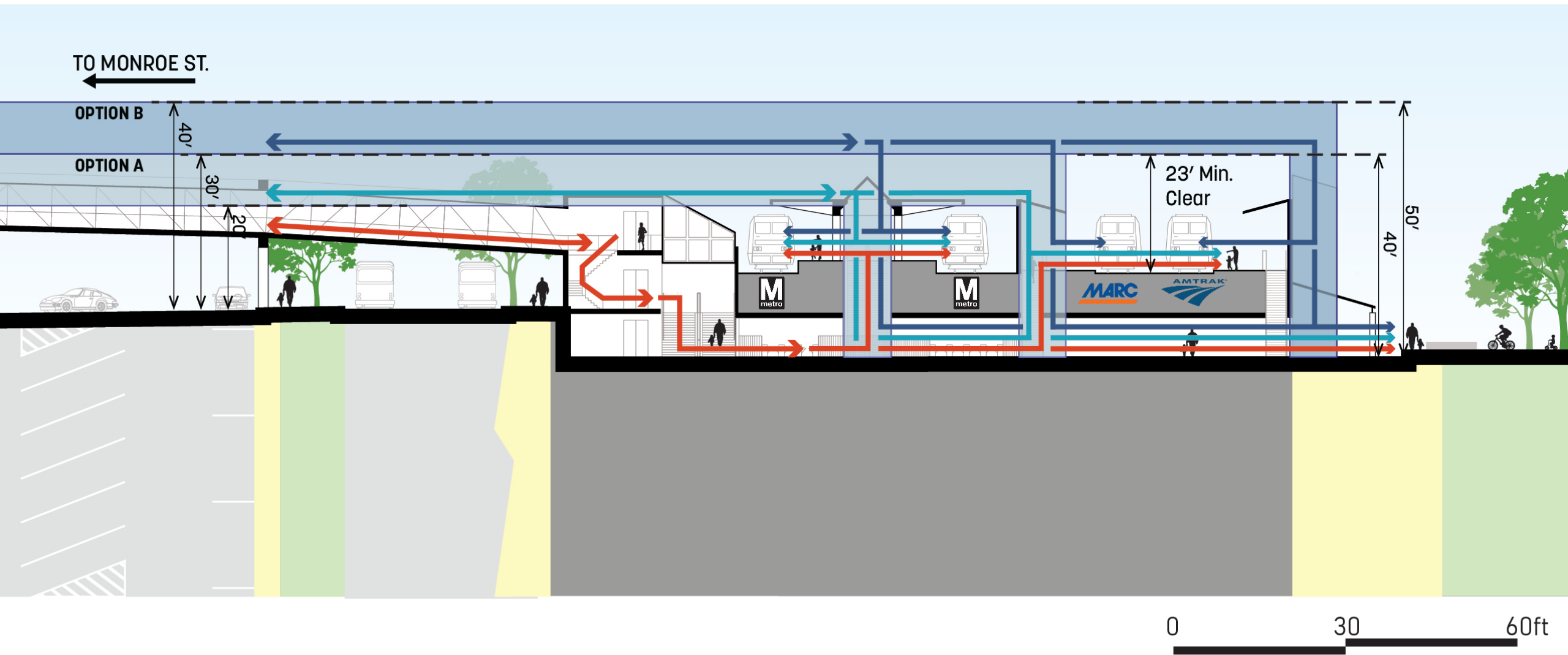
Elevated open space deck above existing MD-355 with West side transit loop and re-configured East side

Concept 3c

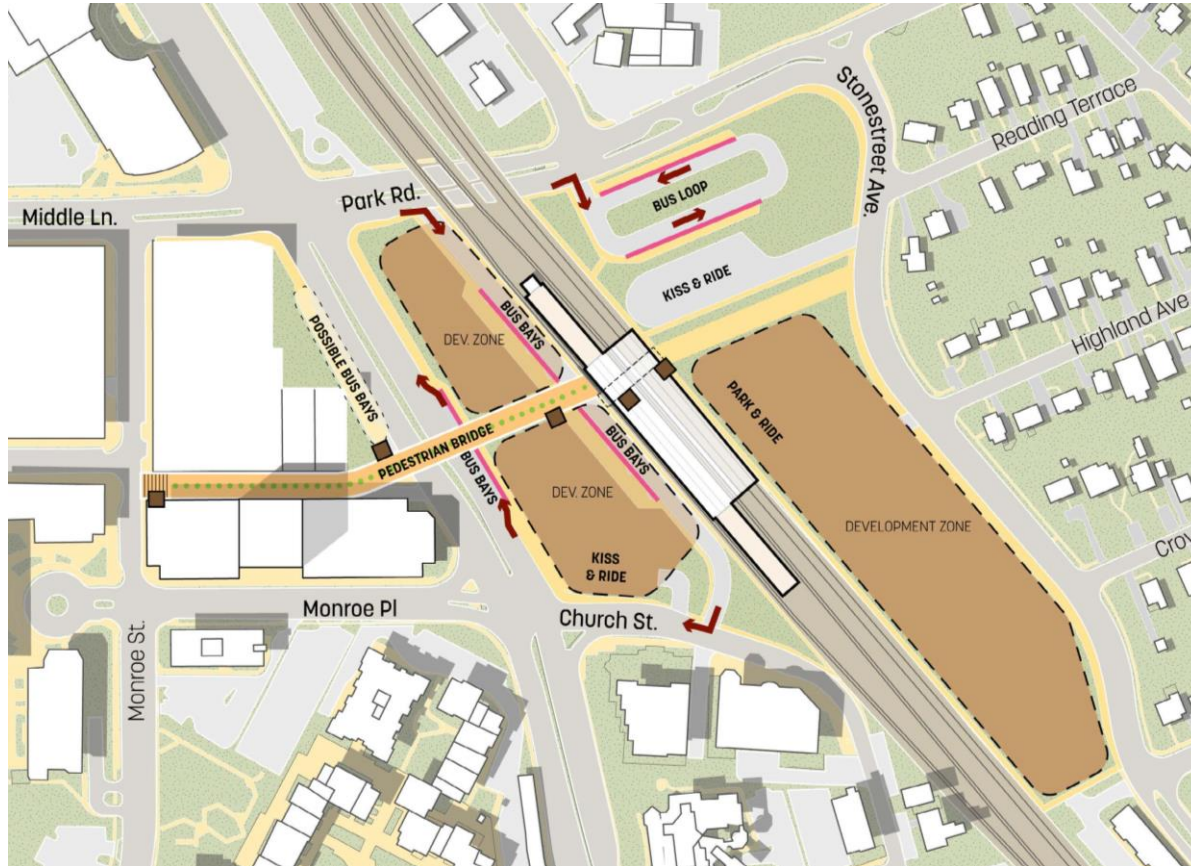


Full MD-355 tunnel with surface-level open space with transit loop on west side and re-configured East side.

Potential Pedestrian Bridge Redesign



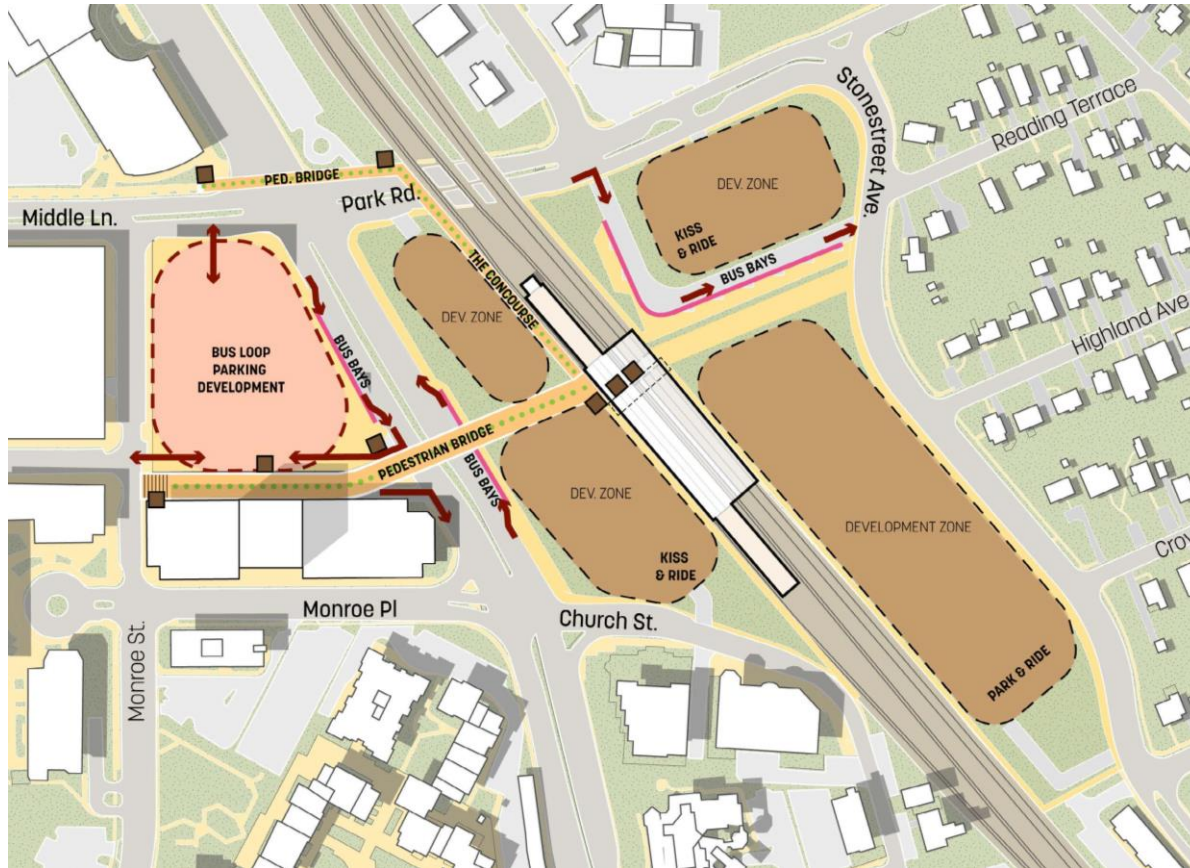
Concept 1 - Improvements to Existing Conditions



Design Approach

- Builds on current conditions with expanded bus capacity.
- Improves pedestrian access to and through the station.
- Incorporates development opportunities on both sides of the Metrorail station.
- Improves traffic circulation (bus, P&R, K&R).

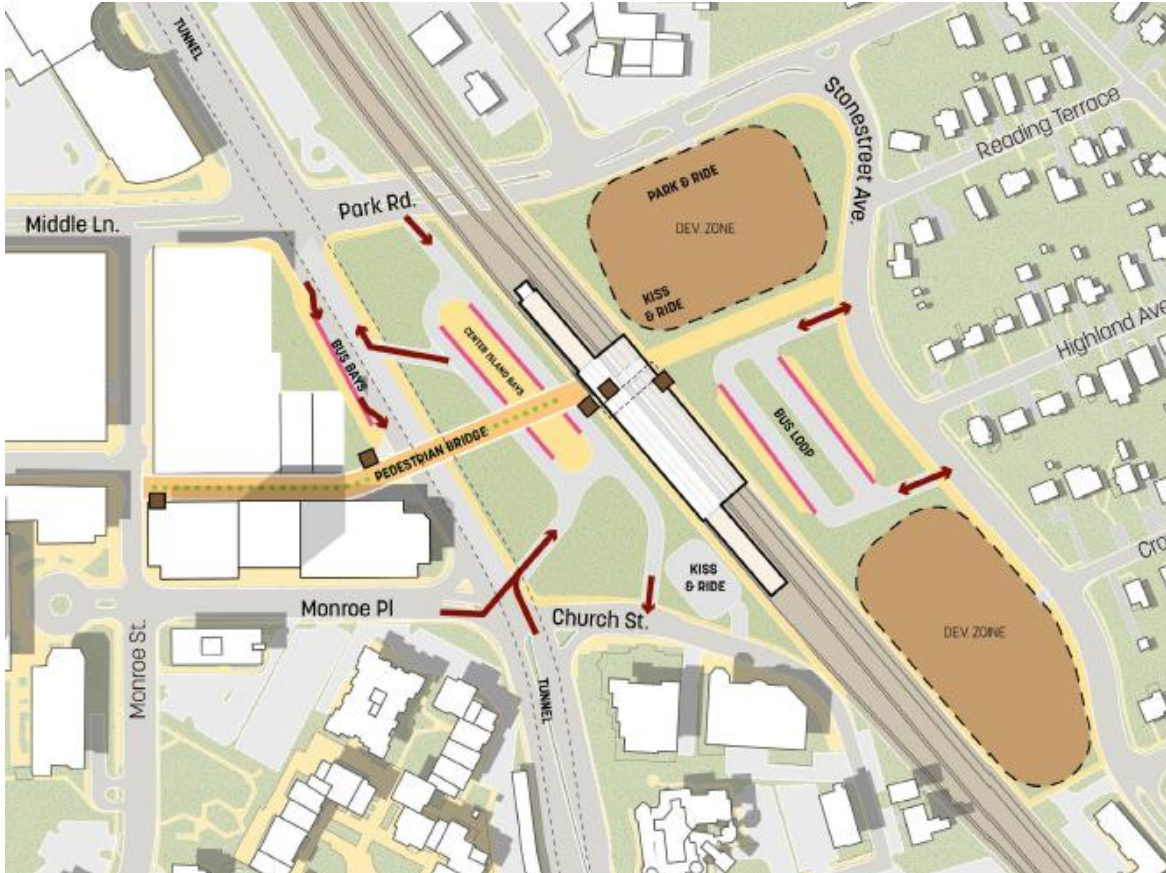
Concept 2 - Increased Pedestrian-Friendly Development Opportunities



Design Approach

- Relocates west bus bays to west of MD-355.
- Accommodates scaled development on Park Rd / Stonestreet Avenue.
- Provides for Kiss & Ride, Park & Ride, and pedestrian access as part of redevelopment on east and west.
- Optional second pedestrian bridge over MD-355 with concourse possible as part of development on east side.

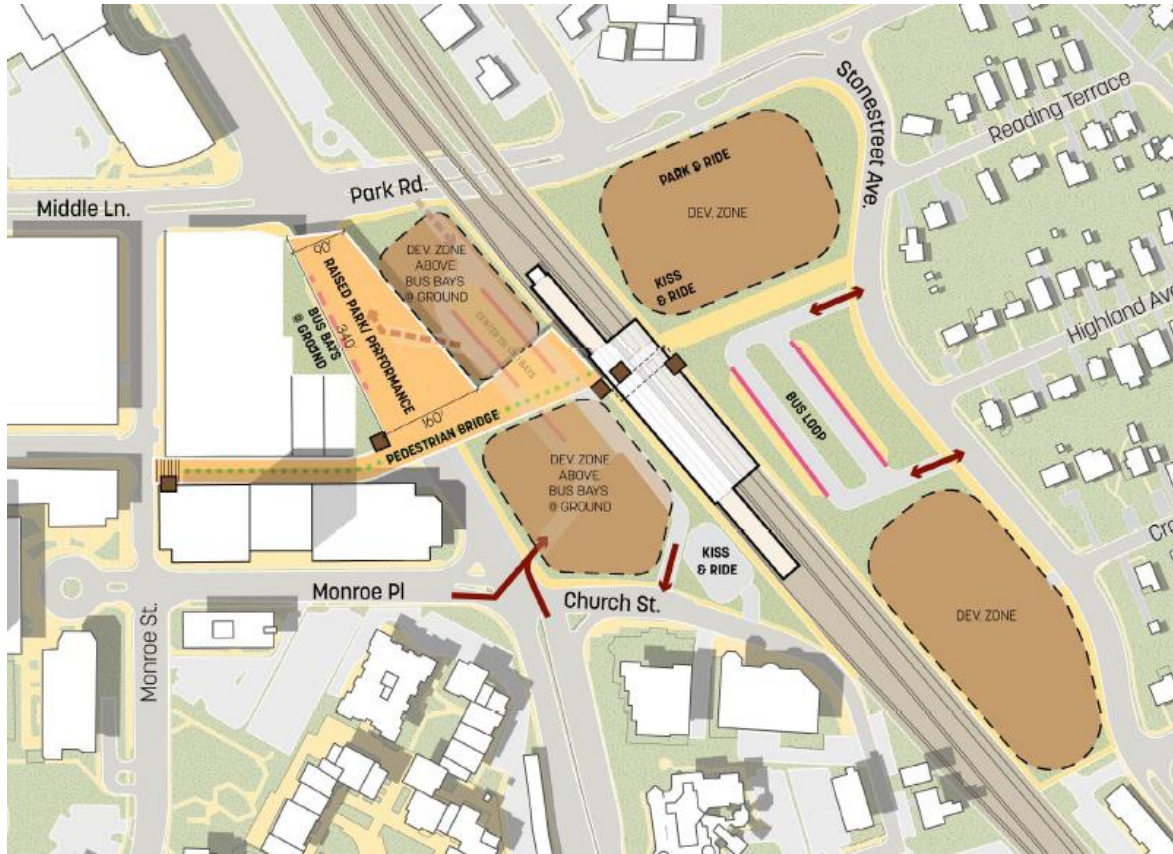
Concept 3a - MD-355 Traffic Tunnel with Pedestrian Bridge Over Local Surface Lanes



Design Approach

- MD-355 traffic in tunnel and surface lanes with existing or enhanced pedestrian bridge.
- Expanded bus bays and relocated Kiss & Ride on the west side with green space along MD-355.
- Development on east side only with central bus loop

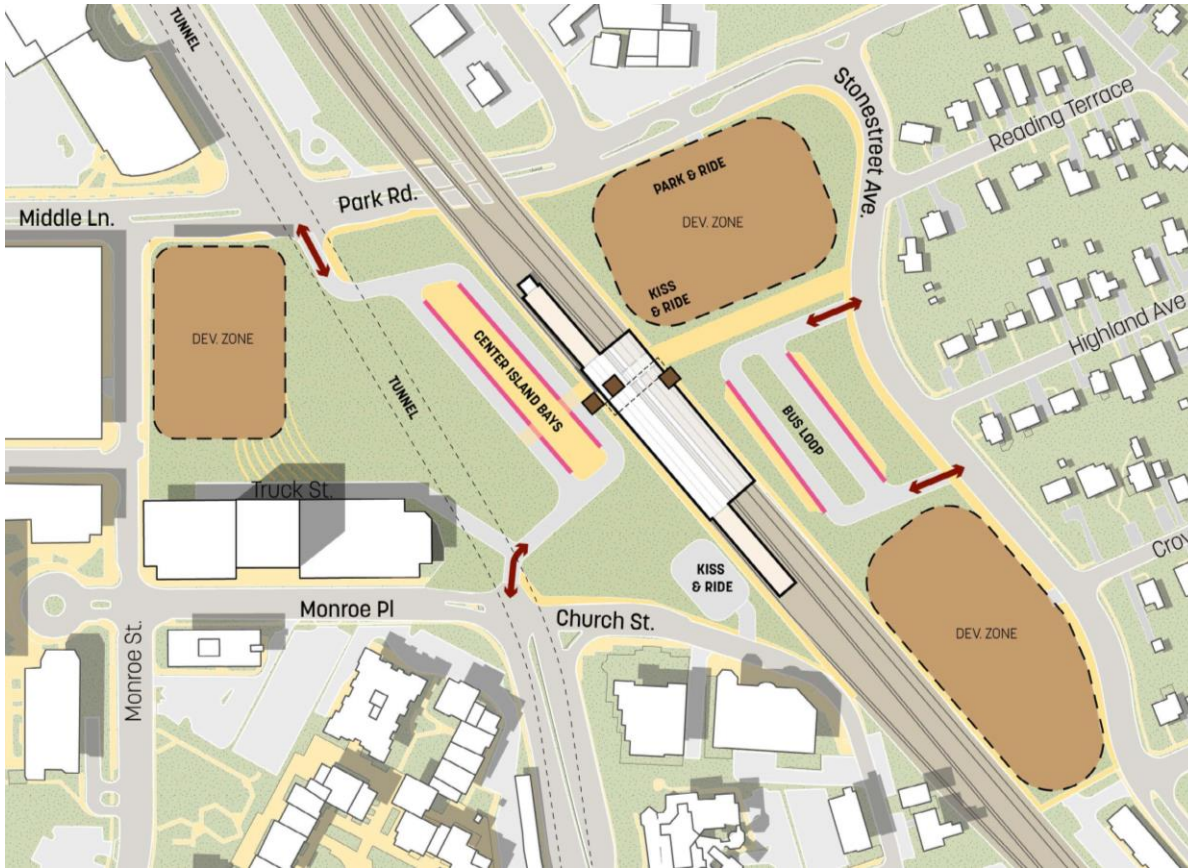
Concept 3b - Elevated deck above existing MD-355



Design Approach

- No change to MD-355 travel lanes.
- Elevated deck over MD-355 for park/performance space & pedestrian crossing of MD-355.
- Development on west side above an expanded surface-level bus loop.
- Development on east side with central bus loop

Concept 3c – Multi-block MD-355 tunnel with surface-level open space

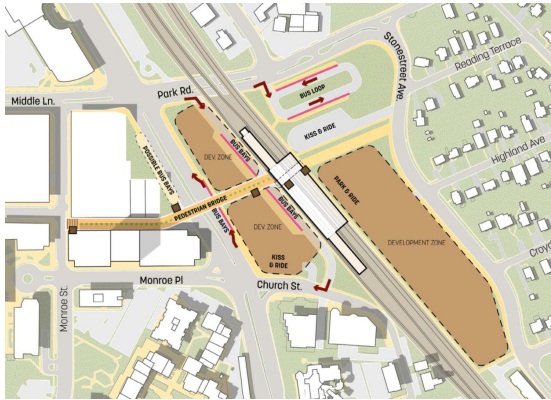


Design Approach

- Surface-level park over tunnel carrying all MD-355 traffic between Beall Avenue and Dodge Street.
- Expanded bus capacity on the west side with a surface-level bus loop.
- Development on east side only with central bus loop.
- Supports redevelopment of 255 Rockville Pike (private) as part of MD-355 redesign.

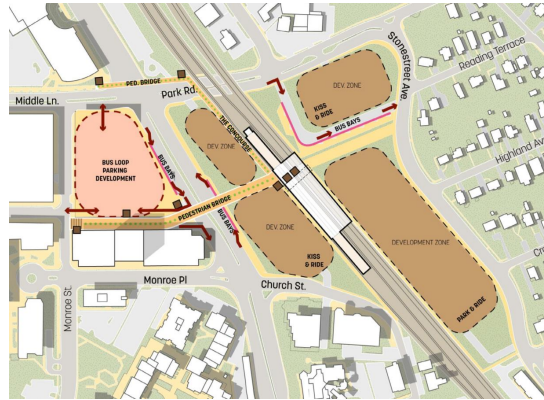
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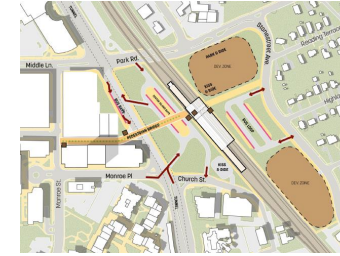
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Concept 2



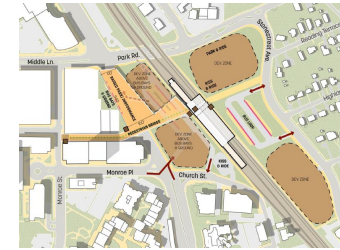
Increased Pedestrian-Friendly Development Opportunities

Concept 3a



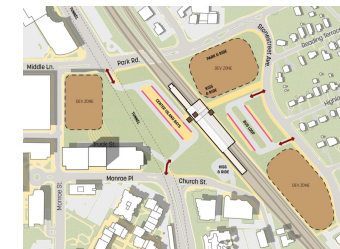
MD-355 Traffic Tunnel with Pedestrian Bridge Over Local Surface Lanes

Concept 3b



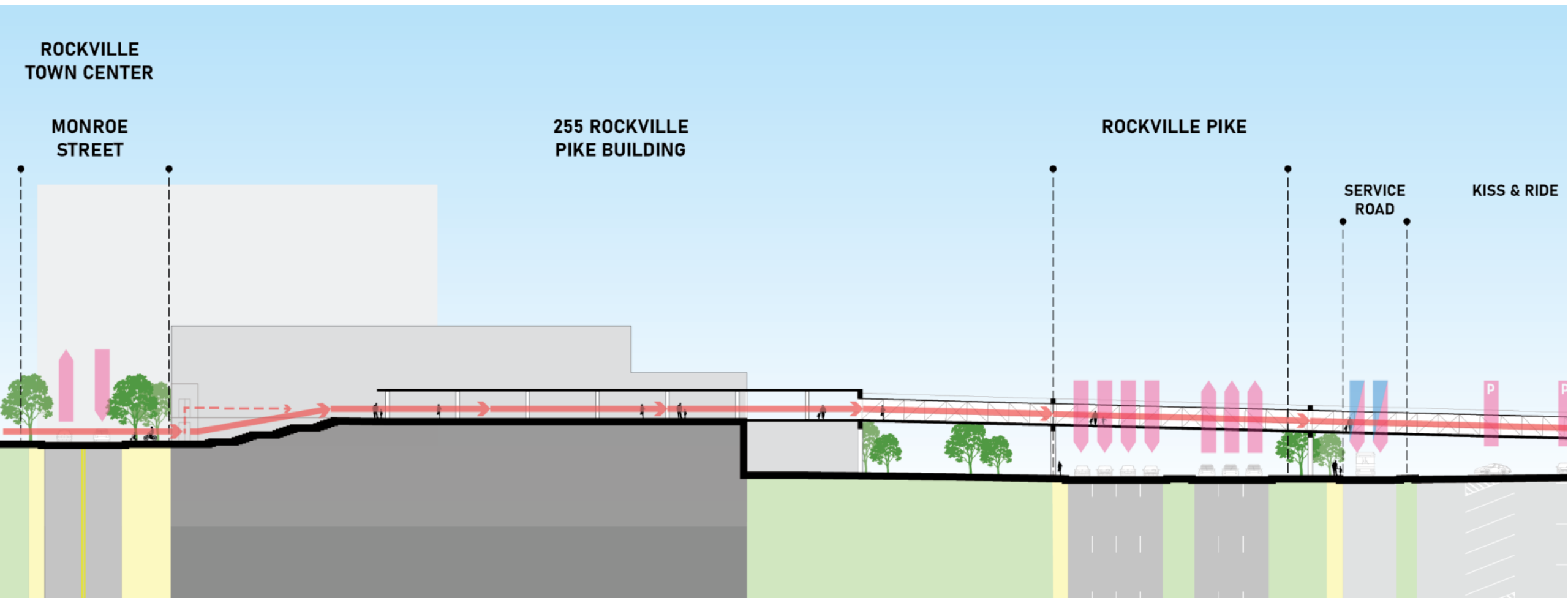
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Concept 3c

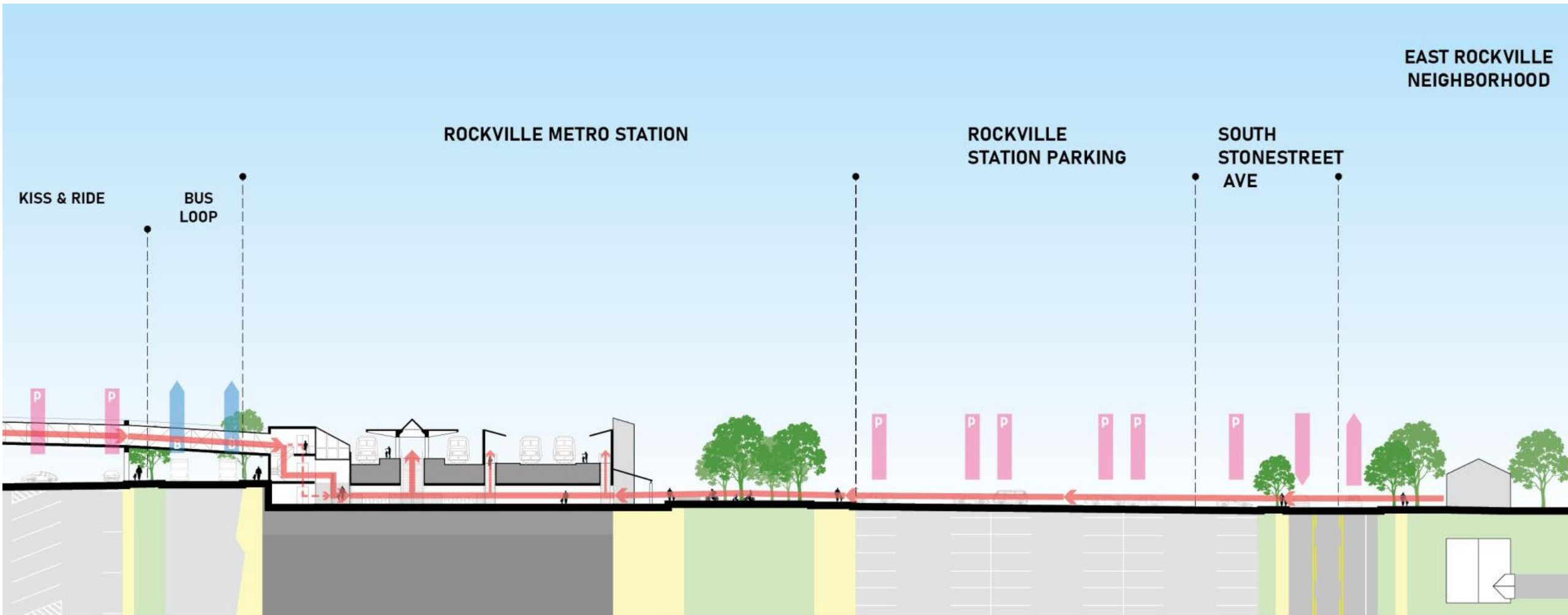


Full MD-355 tunnel with surface-level open space with transit loop on west side and re-configured East side.

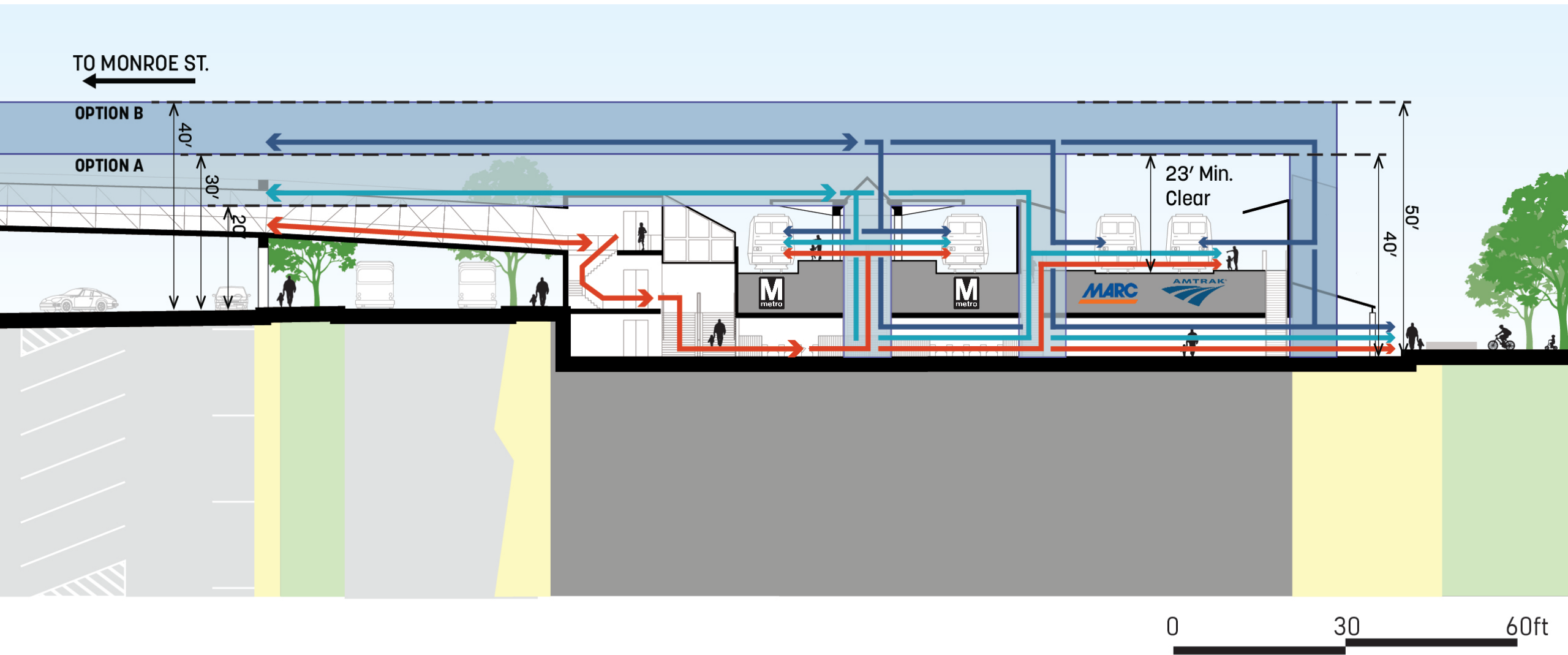
Existing Pedestrian Bridge Elevation (west)



Existing Pedestrian Bridge Elevation (east)



Potential Pedestrian Bridge Redesign



Next Steps

- Consultants and WMATA incorporate Mayor and Council feedback, advance three concept designs, and analyze/compare benefits – **January to March 2022**
- Community meetings to present results of analysis (technical, architectural, transportation, financial and placemaking) – **Spring 2022**
- Mayor and Council meeting to receive a presentation on the draft study report – **Spring 2022**